

***Claim Objection***

Claim 21 is objected to because of the following informalities: the variable that make up the counter torque relation needs to be defined. Appropriate correction is required.

***Claim Rejections - 35 USC § 102***

The following is a quotation of the appropriate paragraphs of 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless –

(b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States.

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Claims 12 – 20, 22, and 23 are rejected under 35 U.S.C. 102(b) as being anticipated by USP 5747683 to Gerum et al. ("Gerum").

Regarding claims 12, 13 and 22, Gerum teaches a method/device for stabilizing a car-trailer combination, including a towing vehicle and a trailer moved by the trailing vehicle (figs. 2A, 2B, and 3), comprising: monitoring rolling motions of a towing vehicle, wherein the monitored rolling motions include yaw acceleration ( $\Psi$ ; abstract) and performing one or more measures that stabilize driving of the towing vehicle, wherein the measures that stabilize driving of the towing vehicle are controlled based on the yaw acceleration (col. 6, lines 13 – 67); the device comprising a monitoring device (10; fig. 1) for monitoring the rolling motions, a detector for detecting an actual or expected

unstable driving performance of the towing vehicle (abstract; cls. 5 and 15 support towing vehicle jackknifing); and a controller (20) which controls the one or more measures (measures fed through 12, 14, 16, and 18; fig. 1) that stabilize driving of the towing vehicle based on the rolling motions (col. 5, line 54 – col. 6, line 10 at least).

Regarding claims 14 and 15, Gerum further teaches the measures are initiated based on determined maximum yaw and maintained until a zero value is reached (col. 9, lines 4 – 35 at least).

Regarding claims 16 – 20 and 23, Gerum further teaches the measures are performed during ESP control under a condition that the ESP thresholds (limits) are modified when values are exceeded or fallen short, performing ESP brake pressure intervention in at least one wheel (col. 2, lines 46 – 57; col. 3, line 36 – col. 4, line 20; col. 5, line 40 – col. 6, line 10; and col. 9, lines 33 – 35).

***Allowable Subject Matter***

Claim 21 is objected to as being dependent upon a rejected base claim, but would be allowable if rewritten in independent form including all of the limitations of the base claim and any intervening claims.

***Conclusion***

Any inquiry concerning this communication or earlier communications from the examiner should be directed to /Yonel Beaulieu/ whose telephone number is (571) 272-6955. The examiner can normally be reached on Mon., Wed. & Thur. between 0900 and 1600.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Thomas BLACK can be reached on (571) 272-6956. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

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/Yonel Beaulieu/  
Yonel Beaulieu  
Primary Examiner  
Art Unit 3661

